

Hongkong Daily Press.

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 East.

No. 16925, 駿五十二百九十六萬一第一日八十月六午子王 HONGKONG, WEDNESDAY, JULY 31ST, 1912. 三拜禮 聖一十三月七月二十日九千一香港香 PRICE, \$3 PER MONTH.

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A LIBERAL DISCOUNT
FOR
CASH.

S. MOUTRIE & CO.,
LIMITED.

[a37-2]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOME'S & CO.,
General Managers.
Hongkong, 29th April, 1908. [a304]

NEW CARTRIDGES.

BY popular English Manufacturers. In all
Bores and Sizes.
SMOKELESS POWDERS and CHILLED
SHOTS. From No. 10 to SSSG. at \$6, \$7
and \$7.50 per 100, SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.

WM. SCHMIDT & CO.
Hongkong, 26th October, 1906. [a375]

SIEU TING
SURGEON DENTIST.
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE
Consultation Free.
Hongkong, 1st September, 1905. [a485]

SINGON & CO.
ESTABLISHED A.D. 1880.

J. RON Steel, Metal and Hardware Merchants
Wholesale and Retail Ironmongers, Pig
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Storerooms and Shipchandlers. Nos. 35 & 37,
Lung Loong Street (2nd St. west of Central
Market). Telephone No. 515 [a54]

PEAK TRAMWAYS COMPANY
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TIME TABLE.

WEEK DAYS.
7.00 a.m. 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
6.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CARS.
45 p.m. and 9.00 p.m. 9.45 to 11.30 p.m.
every 15 minutes.
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7.30 a.m. to 10.30 a.m. Every 15 minutes.
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11.45 a.m. to 12.00 noon. Every 15 minutes.
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1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.

MITSUBISHI DOCKYARD
AND ENGINE WORKS.
A1, A.B.C., Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Condenser, Stone's Manganese Bronze, and Parsons' Steam Turbine, etc., etc., etc.
AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks	No. 1 510 ft.	77 ft.	26 ft.
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1 Patent Slip capable of lifting vessels up to 1,000 tons.

The Salvage Steamer "OURA-MATE," 716 tons and 12 knots speed, is always ready at short notice.

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	No. 1 Floating Docks.	No. 2
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	450 Feet.	550 Feet.
Breadth	56 "	66 "
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The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Shears, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

[a319]

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SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

SHANGHAI TO LONDON

IN 13½ DAYS.

The S.M.R. Mail Steamers (equipped with wireless telegraph and carrying a qualified surgeon on board) leave the S.M.R. Whampoo Wharf, Shanghai, every Monday and Wednesday, connecting with the S.M.R. Express Train Service leaving Dairen every Sunday, Wednesday, and Friday, in conjunction with the Trans-Siberian Express Service at Changchun.

Steamer Fares:—Single \$40; return (available for 3 months), \$64.

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Tickets and information at all the Offices of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO. and Messrs. THOS. COOK & SON; the NIPPON YUSEN KAISHA, Shanghai; the REISEBUREAU DER HAMBURG AMERIKAN LINE; the NORDESK RESEBUREAU; or direct from the

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FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Newchwang, Port Arthur, and Tientsin Depots, and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.

MINING DEPARTMENT,

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[a257]

**THE WHISKY OF TWO
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**MACGREGOR'S
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As Supplied to the House of Lords and House of Commons, London, and to the
Houses of Parliament, Ottawa, Canada.

WANTED EXPLOITS ON THE

THE YOKOHAMA DOCK CO. LTD.

Telegraphic Address: "DOCK," Yokohama.

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DRY DOCK DEPARTMENT.—Telephones Nos. 376, 506, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tall shafts are kept in stock. Two powerful tow boats, floating derricks to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT.—
106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.

Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 500 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

HOTELS

HONGKONG HOTEL

Recently Refurnished and Redecorated

Large Airy Public Rooms.

Electric Lighting, Lifts and Fans.

Suites de Luxe

Bedrooms with European Bath and

Lavatory attached.

Perfect Sanitation.

A LA CARTE GRILL ROOM

J. H. TAGGART, Manager.

[a28]

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HOTEL.

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TELEGRAPHIC ADDRESS—"VICTORIA."

Under Entirely New Management.

Thoroughly Renovated.

Terms Moderate.

Excellent Cuisine.

H. HAYNES,
Manager.

Hongkong, 4th January, 1912. [a157]

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QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE
HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly

renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position.

Large and airy rooms, hot, cold, and shower baths, electric light, throughout and fans.

Luxury and comfort.

ENTIRELY UNDER EUROPEAN SUPERVISION.

ARRANGEMENTS OF THE HOTEL LAUNCH MEETS ALL STEAMERS.

MONTHLY RATES FOR TEA AND DINNER.

SPECIAL RATES FOR MARRIED FAMILIES ON APPLICATION.

FREDERICK REICHMANN,
Proprietor.

(late Manager of J. H. Lyons (Treasurer) leading Cafeteria in London, and

GRAND ORIENTAL HOTEL, Colombo).

TELEPHONE No. 197.

TELEGRAPHIC ADDRESS—"COMFORT,"

Hongkong.

Hongkong, 1st September, 1910. [a39]

"BRAESIDE."

PRIVATE HOTEL.

STANDING in its own grounds with tennis and croquet lawns, large airy and well-furnished rooms, every home comfort.

Finest view of the harbour.

Telephone, No. 690.

Apply to: MRS. F. W. WATTES,

"Brasida," 20, Macdonnell Road,

Hongkong, 4th December, 1907. [a37]

VICTORIA HOTEL.

SHAMEEN—CANTON.

TELEGRAPHIC ADDRESS—"VICTORIA, SHAMMEEN."

SITUATED ON THE BRITISH CONCESSION.

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TELEGRAPHIC ADDRESS—"FARMER, MACAO."

SITUATED IN THE CENTER OF PRATA GRAND.

Both Hotels electrically lighted, and under experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

EVERY INFORMATION AND SPECIAL ATTENTION GIVEN TO TOURISTS.

REASONABLE RATES.

WM. FARMER,
Proprietor.

[a30]

TRY ROYAL GEORGE HOTEL

IF YOU WANT PEACE AND COMFORT.

A FIRST CLASS FAMILY RESIDENTIAL and TOURIST HOTEL, free from traffic noise, Renovated and Excellently Furnished.

Bath Room with Shower to every Room.

Electric Light throughout and Electric Fans to order for every Room. 5 minutes' walk from Ferry Wharf and Kowloon-Canton Railway Station.

Rooms per day per month.

Single Person \$2 to \$5 \$65 to \$95.

Married Couples \$5 to \$8 \$110 to \$160.

M. J. NATHAN,
Manager.

Kowloon, 27th June, 1912. [a536]

A LING & CO..

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WATSON'S

E

VERY OLD LIQUEUR

SCOTCH WHISKY

A BLEND OF THE FINEST PURE MALT SCOTCH WHISKIES.

For over 30 Years WATSON'S "E" has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

A. S. WATSON & CO., LTD.,

ALEXANDRA BUILDINGS.

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NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only apply for Club.

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HONGKONG OFFICE: 10A, DE VOUX ROAD
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JULY 31ST, 1912.

DEATH has brought to a somewhat sudden close the most glorious reign in Japan's history of a dynasty of rulers who boast of twenty-six centuries of unbroken succession. The late Emperor Mutsuhito ("meek man") was the one hundred and twenty-third of the imperial line, and he has ruled the nation for a period of forty-five years. There is no nation in the world more distinguished than Japan for the love and reverence shown for the Sovereign by his subjects—a reverence, it is true, based upon "the divinity that doth hedge a King" in Japan, but the sincerity of this adoration in an age when mythical claims are critically and sceptically examined, is undoubtedly strengthened by what Dr. Gauris forty years ago described as "the divinity of common sense" which has been constantly manifested by the Emperor throughout his long and glorious reign. We may search the history of all the nations of the earth in vain for another example of so complete a change of nationality being made in the reign of a single monarch. Emperor Mutsuhito came to the Throne of Japan at a most critical time in the history of the nation. For eight centuries a state of feudalism had existed in Japan. While its leaders were men of brain and action, feudalism remained, alive and vigorous, but the time came when the great daimios became "seasunists, drunkards or titled fools," and a revolutionary movement started among the able men of inferior rank in each clan, with the

result that they rose against the Shogun (the military ruler), overthrew him, relegated him to private life and then compelled their masters, the daimios, to do likewise. It was this men—OKUNO, KIDO, IWAKURA, GORO, OKINA, OKI, ITO, and others—almost all of them simple samurai, or retainers of the territorial nobles, who restored to the Mikado the authority the Shogun had for centuries usurped. It was at this crisis in the nation's history that the late Emperor was called to succeed to the Throne of his fathers. He was but sixteen years of age, when he first came to the meetings of the Council of State, and before the Court nobles and daimios took an oath as an actual ruler, promising that a deliberative assembly should be formed; all measures to be decided by public opinion; the uncivilised customs of former times should be broken through, and the impartiality and justice displayed in the workings of nature be adopted as a basis of action; and that intellect and learning should be sought for throughout the world in order to establish the foundations of empire." These promises at the time were regarded as either the pompous bombast of a puppet, or the pregnant utterances of a sovereign who in magnanimity and wisdom aspired to lead a nation into a higher life. Whether his Majesty was of an age to appreciate to the full the significance of his oath may be doubted, but

assuredly it can be said that his Majesty's advisers meant it to be the pregnant utterance which events have proved it to be. His Majesty in his youth proved an apt pupil of the enlightened and intelligent men who guided his steps, and his sympathy with the movement for the regeneration of the nation if it really was of a passive character at the beginning, certainly became active as he steadily imbibed from his advisers the knowledge they had been at great pains to acquire, and thus for forty years the Emperor has been the soul and inspiration of the movement which has transformed a hermit nation into a worthy competitor of the wealthy, powerful and progressive nations of the world. His Majesty hands down to his son a heritage far greater than that to which he himself succeeded, and though little is popularly known regarding the abilities of the Crown Prince except that he has received a liberal education which has among other things fitted him to become in due course the Commander-in-Chief of the Army and Navy, we cannot doubt that it will be the constant aim of the new Emperor to maintain and develop the plans on which his revered father steadily worked throughout his long reign with transcendent ability and a degree of success which has astonished the world.

On Monday night a Chinese jumped off a tram car in motion at the Western Market and received injuries which necessitated his removal to the hospital.

An armed robbery took place at Tai Hang village on Monday afternoon. One of the three men implicated was arrested and brought before Mr. Melbourne at the Magistracy yesterday. The case was remanded.

Three Chinese who had placed stools on the footpath in Graham Street and had been warned on several occasions since December last were at the Magistracy yesterday fined \$5 each by Mr. Melbourne.

There was a strike of ricksha coolies at Hankow on the 10th July, owing to dissatisfaction with certain rules imposed by the firm from whom the rickshas are hired. These rules were modified and the strike came to an end.

Twenty-five per cent. was being quoted for reinsurance in London on the *Génève* at the beginning of the month, when news of her stranding in the Straits of Tushima was received. The value of the ship was stated to be £33,000.

A district watchman observed a Chinese picking the pocket of a compatriot who was looking in a shop window, and promptly arrested him. The thief pleaded guilty yesterday to the theft of fifteen cents and was sentenced to six weeks' imprisonment.

A Washington telegram states that

Secretary Knox has decided to take

official cognizance of the charge that

American missionaries have had a great

deal to do with the Korean conspiracy to

overthrow the domination of Japan. He

has directed a searching inquiry.

Return of visitors to the City Hall

Library and Museum for the week ending

the 28th July, 1912:

Library. Museum.

Non-Chinese 401 153

Chinese 177 3,398

Total 578 3,551

Another Grand Variety Entertainment takes place at the Palace Theatre, Mount Austin, weather permitting, on Saturday 10th August.

The residence of Sir Charles Elliot, Principal of Hongkong University, was entered on Saturday night by burglars, who, in addition to stealing a watch and chain and sundry small articles, made off with the Principal's C.M.G. Order and his Jubilee Silver medal. No arrests have been made.

The *Penang Gazette*'s London correspondent wires:—The Eastern Rubber Trust and General Agency, Ltd., have issued their report for the year. No dividend is declared. The investments have been written down by the sum of £30,103 and a sum of £16,401 is carried forward to the next year's accounts.

The ceremony of "Trooping the Colour" by the 1st Battalion The King's Own Yorkshire Light Infantry takes place on the Hongkong Cricket Club ground at 9.15 a.m. to-morrow, on the occasion of the 153rd anniversary of the Battle of Minden. His Excellency the Governor has kindly consented to take the Salute. Three enclosures will be provided.

A considerable portion of Kowloon was plunged in darkness last night by the failure of the electric light. Occurring as it did during dinner time, it caused no little inconvenience in many households. The ferry wharf looked decidedly gloomy in the dim light of the few lamps available, and the typhoon night signals at the Water Police Station could not be shown.

Mr. A. E. Irving at the Magistracy yesterday addressing a man placed before him said that it was six months since he had absconded—if he had absconded when charged with leaving his employment without giving notice, and his Worshipship had no jurisdiction in the matter. The prosecutor, however, had preferred another charge of having falsely obtained £15. The case was remanded.

A meeting of shareholders of the British American Tobacco Company was called for July 22nd to increase the ordinary share capital of the Company by £2,000,000. The present authorized ordinary capital is £4,500,000, of which £4,169,749 has been issued and fully paid, leaving £30,251 unissued. With the addition of the proposed new ordinary shares the total capital of the Company will be increased to £11,000,000.

Curious collections are within the experience of most clergymen, remarks a London contemporary, but few are more unusual than the assortment of offerings recently brought to St. Augustine's Church, Kilburn, by the members of what is called "the Catechism Parliament," and intended as gifts towards a sale of work to be held by Miss Tildesley in Sandakan, Borneo. The objects included 38,000 pins, 900 needles, 98 packets of seeds, 312 yards of ribbon, 84 skeins of wool, 16 books, 10 pictures, and nearly 8s. in money. It is to be hoped the people in Borneo will be duly grateful, and will do their best to refrain from showing their natural surprise.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 10 a.m. yesterday:—

"Depression northern part China Sea advancing northward."

The signals were hoisted yesterday indicating that a typhoon, beyond the 300 miles' radius, was south-east of the Colony.

IMPORTANT BUILDING PROSECUTION.

A Chinese contractor was summoned before Mr. Melbourne at the Magistracy yesterday charged with using mortar for building purposes which was not up to the standard required by the building Authority.

Mr. Hutchings, of the Public Works Department, who appeared in support of the summons, said that the mortar would only stand a strain of seven pounds per inch, whereas the mean strain should be ten pounds. Defendant had been cautioned previously by the architect as to the inferior quality of the mortar he was using.

His Worship remarked that such walls as defendant had built were likely to collapse at any moment after severe rain. He would impose a fine of \$100 and order him to take down the brickwork of the houses Nos. 63, 65, 67, and 69 (second floors), De Vouz Road West.

We understand that the carrying out of the order will cost the contractor roughly \$2,000.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BRITISH PARLIAMENT.

LONDON, July 30th.

In consequence of the snap division last week there has been energetic whipping by the Government of the Nationalists, and as a result in the series of divisions on the outstanding votes late last night the Government had majorities which varied from 87 to 121. The Labourites challenged a division on an outstanding

Navy vote, which, however, was adopted by 444 votes to 39. Altogether £63,000,000 was voted in one and half hours without being discussed.

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DEATH OF H.M. THE EMPEROR OF JAPAN.

THE MONARCH'S INFLUENCE ON THE NATION'S DEVELOPMENT.

It is officially announced that His Majesty the Emperor of Japan died at 12.43 a.m. yesterday.

The bulletins issued in the afternoon, our Tokyo correspondent wired, created the impression that His Majesty had died earlier, and that the news was being withheld.

At one o'clock yesterday morning the Crown Prince was acclaimed Emperor in the Sanctuary of the Palace.

The Privy Council have considered the date of the funeral, and will name a new Era.

A Router's message states that one thousand people were outside the Palace on their knees praying and weeping, priests officiating at temporary altars.

One man committed suicide in order to give his life to the Emperor.

Two photographers attempting to take a flash light photograph of the proceedings were stoned and seriously injured.

The Empress wearing foreign dress had been in unremitting attendance upon His Majesty, sleeping three hours daily, and refusing to desist from the supervision of the nursing. She authorised the subcutaneous injections on Saturday and yesterday, which is unprecedented, as the Emperor's body has hitherto been considered as semi-divine and an abrasion of his skin is a penal offence.

To write an adequate sketch of the life of the late Emperor, who was 59 years of age, is practically equivalent to writing the history of Modern Japan; for His Majesty Mutsuhito, son of the Emperor Komei, succeeded to the throne of Japan in February, 1867, when he was fourteen years and three months old, and was crowned on the 15th October, 1868. He had thus reigned for forty-five years, and his reign synchronises with the country's emergence from feudalism and steady development along the lines of western civilisation into one of the first-class Powers of the world. When the late Emperor came to the throne the country was in the throes of a civil war, the object of the Reformers being to put an end to the dual system of government and to restore the supreme power to the hands of the Ten-shi (Emperor). The war continued for eighteen months after the Emperor's accession. It ended by the Shogun, Tokugawa, voluntarily surrendering the office which had been in his family for 264 years, and in accepting the surrender the Emperor opened a new chapter in the history of the Japanese Empire. At that time the British Minister in Japan was Sir Harry Parkes and his Excellency in the Spring of 1868 dispatched Mr. Satow and Dr. Wiles to express to the newly-formed Government at Kyoto his hope that the time might be deemed opportune for the inauguration of direct relations between the accredited representatives of the Western Powers and his Imperial Majesty. The Minister's messengers were well received and hospitably entertained, and were permitted to walk freely in the streets of the ancient capital, which was something that no foreigners had ever done before. Anti-foreign feeling, however, was still very strong throughout Japan, as was proved by the wholesale massacre of French vessel's boat's crew at Sakai, near Osaka. But there were worse troubles to follow, for when Sir Harry Parkes went to Kyoto, on the invitation of the Emperor, to attend, in company with the Ministers of France and Holland, the first imperial audience of the reign of Meiji, he and his retinue were suddenly attacked in a public thoroughfare there by two outlaws. But for the magnificent courage shown by the Japanese officers who were detailed to meet the Emperor's guest it is probable Sir Harry would have been killed. The Emperor, it is recorded, manifested his poignant regret for the outrage when, in the following month, the British Minister was received at Court. In his book "Makers of Modern Japan," Mr. J. Morris says: "The Ten-shi gave practical effect, moreover, to his abhorrence of these crimes by issuing a decree in which it was declared that all persons guilty in the future of murdering foreigners, or of committing any acts of violence towards them, would not only be transgressing the express commands of the Emperor, but would be the direct source of national misfortune, inasmuch as they would be committing the heinous offence of causing the national dignity and reputation for good faith to suffer diminution in the eyes of those Treaty Powers with which his Majesty had declared himself to be on terms of amity and friendship. The effect of such an edict on the minds of people so accustomed to obey their sovereign's behests as are the Japanese could not be other than salutary, and although there were isolated cases in the years which ensued wherein attacks were made on strangers, the era of opposition to the entry of aliens was by this time practically at an end, and taken in conjunction with the abolition shortly afterwards of those anti-Christian edicts which had been promulgated by his predecessors on the throne, it must be admitted that the Emperor speedily gave gracious and convincing evidence of his desire to rule with that justice and liberality towards humanity at large by which he has ever been distinguished."

At this time the Emperor was barely sixteen years of age, and must, therefore, have been every much under the influence of sagacious advisers. The author whom we have quoted above says of the Emperor's early life: "It is due to the memory of the Emperor Komei, though no great change was accomplished in his reign, to acknowledge the foresight he displayed in having his son and heir educated on liberal lines, thoroughly fitted for the duties of active sovereignty over his people, so that when the moment arrived for a revolution in the system of administration the youthful monarch was equipped with knowledge regarding the outer world and its

ceremony in which they were both deeply concerned. This was on the 1st of October, 1871, and it is difficult to estimate at its true value the extraordinary effect which so graceful an act on the part of the monarch who had only four years before succeeded to a dignity which seemed to impose on him an existence of absolute invisibility to his subjects must have had on those who were witnesses of this vast concession to modernised ideals.

Under the old régime the princes would themselves have been hidden from the vulgar gaze by the latticed windows of their sedan chairs, and the sovereign would not have been seen outside his own palace walls.

The next year the first line of railway was completed and the moment was seized by His Majesty's advisers for a grand ceremony at the port which thirteen years before had been thrown open to foreign trade. A suitable stage had been erected at the Yokohama end of the eighteen miles long railway, over which an experimental

train service had been conducted for some weeks previously, and at the appointed hour the Emperor, clad in white silk robes, with a crimson sash, and scarlet trousers, and wearing in place of a crown the antique black cap terminating in an upright lath-like structure which rose some ten inches above his head, came forward in full view of the multitude, which included hundreds of foreign residents and visitors. To the great mass of his subjects, with whom the existence of the sovereign had always been a matter of pious belief rather than of assured reality, this manifestation in the flesh of their revered ruler was beyond measure impressive and gratifying. It unquestionably smoothed the path of the newly-formed Central Government, for the advent of His Majesty on the scene was proof positive that all which was then being done in the way of innovation upon established usage had the imperial sanction and authority. In Japan this meant a great deal more, owing to the respect for law and order which is admittedly inherent to the Japanese character and disposition, than it by any possibility could have done in lands where less reverence is shown to sovereign attributes.

The day was one to be remembered by old and young alike, for it marked beyond all doubt the emancipation of Japan from the thralldom of a feudal system which had held her in check for centuries. The

Emperor had set the seal of his approval on projects of reform.

In accordance with the oath taken by His Majesty at Kyoto that "intellect and learning should be sought for throughout the world, in order to establish the foundations of the Empire," about four hundred foreigners, from many countries, were employed in the country's civil service, all with but two exceptions being helpers and servants. Among them was Mr. W. E. Griffis, the author of that most interesting work, "The Mikado's Empire." Mr. Griffis was one of the professors in the Imperial University which was established in Tokyo at the beginning of His Majesty's reign, and it is interesting now to quote the impression Mr. Griffis formed of the young Emperor. He wrote: "On the 1st of January, 1872, the Mikado visited the imperial navy, dockyards, and machine-shops at Yokosuka, displaying the liveliest interest in all he saw. By his conduct throughout the entire day, and coolness and self-possession during a critical moment, when a damp mould, full of molten iron, exploded and besattered the imperial person, he proved himself more than a petty pseudo-divinity. He showed himself a man. As a god, the Mikado is a failure, as a man he is a splendid success. If he has any divinity it is the divinity of common sense. From dwelling in medieval gloom in the palace, steeped in sensual delights, degraded in body and mind to the intellectual level of a girl, the sovereign of Japan has taken his place among men of thought and action, a student, a thinker, an earnest and enlightened ruler." Later in the year His Majesty visited the Imperial College, and the first impressions the professor formed of him were strengthened.

In 1873 the Emperor was again present at the opening of a railway, the line being that from Kobe to Kyoto. The residents of the capital had by this time become somewhat accustomed to seeing the Emperor riding or driving through the streets of the metropolis, for he periodically reviewed his troops on the Garrick parade ground, and not infrequently was to be seen visiting places at some distance from his capital. Down to quite recent times—possibly it is the case still in Japan—spectators when the Emperor drove out were not permitted by the police to view a royal procession from the upper storeys of houses: they were required to remain on the ground level, it being regarded as offensive for any subject of the Emperor to look from an elevation down upon his Majesty.

The great part of the late Emperor played in the reorganisation of the government of the country and in stimulating the development of its resources has yet to be written by someone possessing the necessary knowledge. Every step of progress made by the country has been publicly ascribed to "the wisdom of the Emperor," and there is ample evidence that this is not entirely a mere figure of speech. His Majesty bore his Coronation oath constantly in mind, and in setting up, first, prefectoral assemblies, then a truly national representative body, and finally granting a full Constitution, there is plenty of evidence that his Majesty was not a mere instrument in the hands of his sagacious and far-seeing Ministers, but was working in full sympathy with them.

His Majesty's keen interest in his Army and Navy is well known. In 1893, just three years after parliamentary institutions had been established, there was a furious political agitation arising out of the Lower House voting a wholesale reduction of the Government expenditure. In a message to the Diet, His Majesty wrote: "The question of national defence is one which brooks no delay, and in order to show our own sense of its importance we have directed that the expenditure of our household be cut down, so that we may be able to contribute a yearly sum of Yen 300,000

for the next six years to the necessary equipment of the national defences. We have at the same time ordered all officers and officials in our service to contribute, unless excused by us for exceptional reasons, one-tenth of their salaries, for the same period of years towards the expense of naval construction. We depend, therefore, on the co-operation, along constitutional lines, of Ministers and Representatives, in the accomplishment of our great national tasks; and we call upon Our people, one and all, to do their duties in this matter."

We all know how well that call was answered, with the result that the naval as well as the military resources of the country were developed to a degree of strength which enabled Japan to defeat the forces of China and less than ten years later to gain those famous victories over the great naval and military forces of Russia which raised Japan at a bound to the rank of a first class Power.

During the war with China in 1894-5, the Emperor's solicitude for the welfare of his people and the painstaking diligence with which he entered into the minutest details of the naval and military plans for the prosecution of the campaign in Manchuria and Shantung, his unwavering attendance at his desk in the Hiroshima headquarters for more than eight months without change, having left his Court behind him when he took upon himself the serious burdens of conducting the war, endeared him to his people to an extent that no mere words could effectively describe. When at the close of the long struggle he returned to his capital his reception was such as to have satisfied his utmost aspirations and must have convinced him that his subjects felt for him not the traditional reverence they owe to a sovereign but the deep and abiding regard of a loving people. And during the War with Russia his Majesty was a constant inspiration to his troops.

All the while that Japan was strongning her national defences, she was not neglecting educational and economic development, and during his reign His Majesty has had the proud satisfaction of seeing the fruition of his hopes and labours in the high standard of progress achieved in all directions in the country and recognised in the admission of Japan by the Foreign Powers into the comity of nations and by an alliance with Great Britain. It is a tremendous achievement in so short a time and one which the nation must ever associate with the sagacity, foresight and personal initiative of the late revered Emperor Mutsuhito.

THE NEW EMPEROR.

Prince Yoshihito, the only son of the late Emperor, who succeeds to the Throne, was born on August 31st, 1879, and is therefore, nearly 33 years of age. He was installed as Crown Prince on November 3rd, 1890; was married in May 1900, to a daughter of Prince Kujo and has issue three sons.

SYMPATHY IN HONGKONG.

The news was received by the Japanese community in Hongkong with the deepest regret and a telegram of condolence with the Imperial Family was despatched by the Consul General on their behalf. H.E. the Governor sent his A.D.C. to convey his condolences to the Consul, and similar messages were received from other leading residents. At Government House the flag was lowered to half-mast, while the flags on H.M.S. "Tamar" and "Prometheus" and the U.S. gunboat "Wilmington" were half-masted, in token of respect and sympathy. The British military flags and those of the banks and many commercial houses were also half-masted.

WHITEAWAY, LAIDLAW & CO.

This Company which has a share capital of £700,000, divided into 300,000 ordinary shares and 400,000 6 per cent. Cumulative Preference shares of £1 each, is making an issue of 50,000 ordinary shares. Two hundred thousand ordinary shares have already been allotted and are fully paid. The present issue is offered at £1 5s. per £1 share, and will participate in dividends from September 1st next. The object of the issue is to provide further working-capital for the growth of the company's undertakings, and for the general purposes of the business. Since the formation of the company extensive new premises have been erected in Calcutta, and it has been decided to build modern business premises at Nairobi, British East Africa, and at Penang, in the Straits Settlements. Several new establishments have been opened during the past four years in India, Burma, the Federated Malay States, and China. The directors also contemplate making further extensions with the new capital now offered for subscription. These shares form part of an additional 100,000 ordinary shares authorized last month, when the ordinary share capital was increased to £300,000. Of the remaining 60,000 shares, 25,000 will be issued to the present ordinary share-holders at par. These shares may be taken up within three years, during which time they must not be sold under 30s. per share. It is pointed out that the present ordinary shareholders are, with two or three exceptions, all connected with the company, either as directors, managers, assistant managers, or senior assistants. The remaining 25,000 shares are reserved for issue later.

NEW SCHOOL METHOD.

An experiment with an educational system under which the child is given "an environment which liberates his personality," is to be recommended for trial in one of the London County Council elementary schools. The system—that of Mme. Montessori, an Italian—is in force in Rome. Under it children are allowed to move about freely in the schoolroom; they may sit where they wish and act as they please. The teacher is a "passive" rather than an "active" agent.

SUPREME COURT.

Tuesday, 30th July.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (HON. MR. W. ERSS DAVIES, K.C.)

"CRYSTAL LIMITED, TIENSIN."

This was a petition presented by "Crystal Limited, Tientsin," for confirmation by the Court of a special resolution passed by shareholders authorising the reduction of capital from £1s. 75,000 to £1s. 52,000.

Hon. Mr. C. G. Alabaster, instructed by Mr. G. K. Bruton, who appeared in support of the petition, stated that the petition had been duly published in all the leading European and Chinese newspapers in the Colony to inform creditors that there had been some discontent among troops stationed behind Hankow city, and this dissatisfaction had been brought to a head by the execution, a couple of days ago, of the chief instructor of the sixth regiment of this division, the second.

According to a statement made yesterday at the headquarters of the second division, the stationing of the troops on the city streets the preceding night was a trick of the colonel of this regiment to keep his men busy so that the agitators might not be able to strike the blow they were said to have planned for that night. The division general is said to have disapproved of the measures taken and to have reprimanded the colonel.

It is rumoured among the natives in Hankow as well as Wuchang that some sedition-mongers are trying to work up a movement against General Li.

Some wild rumours came across from Wuchang yesterday. One said that a man had been caught taking two boxes filled with secret society badges and bombs through the HanYang gate, and it was reported that one of General Li's secretaries has been involved in guilt by this find. Another report stated that seventeen men have been executed at Wuchang during the day. Probably that number is an exaggeration.—C. C. Post.

RUMOURS OF SEDITION IN HANKOW.

LIVELY SCARE IN THE NATIVE CITY.

HANKOW, July 26th
Something of the anxiety that has prevailed at Wuchang for the past two weeks spread across river to Hankow during Thursday night and yesterday morning. On Thursday night the streets of the native city were patrolled and people ordered to stay within doors. None were allowed to pass along the streets without special leave. Many of the banks and large shops had their stocks of silver brought down to the Concessions for safety.

Yesterday forenoon a landing party from the *Cadmus* came ashore, but soon went aboard again.

Nothing happened to disturb the peace, but among the natives fear of a military riot was universally felt. It was known that there had been some discontent among troops stationed behind Hankow city, and this dissatisfaction had been brought to a head by the execution, a couple of days ago, of the chief instructor of the sixth regiment of this division, the second.

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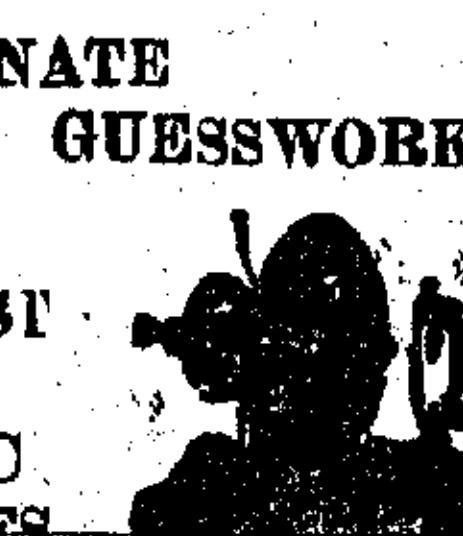
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Mr. Pollock—My friend Mr. Slade amended the pleadings on the ground of limitation.

The Chief Justice—We will have to consider the question of limitation. That will take a little time.

Mr. Alabaster—Unless they are successful in this appeal, the question of limitation will not come in.

Mr. Pollock—We have a *prima facie* right as partners to the accounts and we have a right to these accounts. We submit that we have *prima facie* evidence to accounts and unless the defendants set up a defence it would not be necessary for us to come into Court.

The hearing was adjourned.

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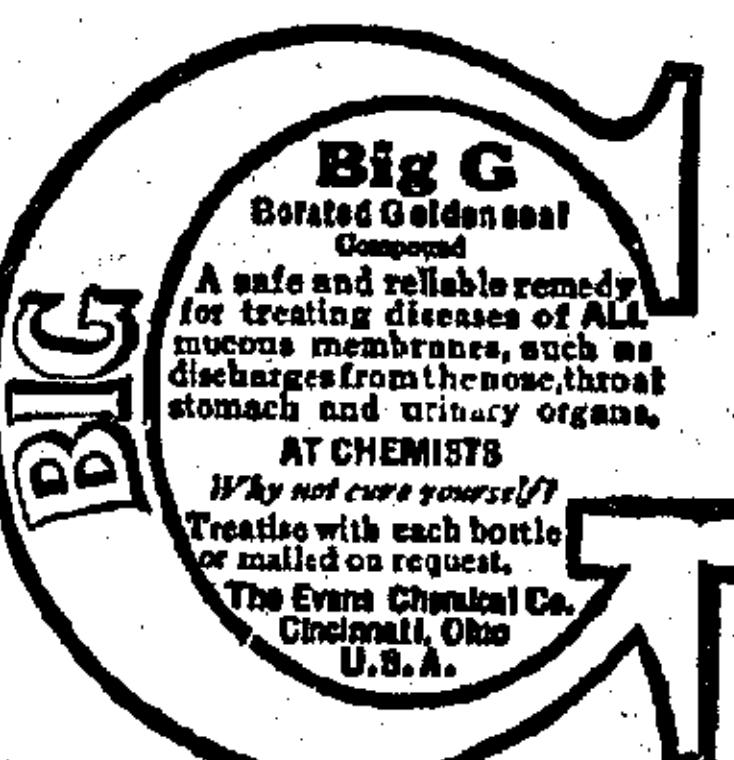
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NITROGEN PRODUCTS.

The nitrogen-fixing processes, first started on a commercial scale in Norway and Italy about six years ago, were reviewed in a British Association paper by E. Kilburn Scott. The chief products are artificial manures—nitrate of lime, with 12% per cent. of nitrogen, and calcium cyanamide, with 18 per cent.—and these are made at prices comparing favourably with those of older artificial manures, such as nitrate of soda and sulphate of ammonia. For the nitrate of lime, by Birkeland-Eyde's process, nitrogen of the air—a unique raw material, costing nothing—is fixed directly in the electric furnace; nitric acid from this fixed gas then acting on carbonate of lime. In the calcium cyanamide process, brought out by Frank and Caro, the nitrogen is first isolated from the air, and is then absorbed by carbide of calcium, an electric furnace product costing about \$30 a ton. To offset the difference in cost of raw materials, the nitrate of lime process requires more electric energy for a given amount of nitrogen fixed. Products of these processes have many other uses. Concentrated nitric acid is sold for gun-cotton, dynamite, etc., and ammonium nitrate, in demand for safety explosives, is made by weak nitric acid from Birkeland-Eyde towers and ammonia liquor from English gas-works. This material, with 35 per cent. of nitrogen, sells at \$135 a ton.

A WAX MOON.

A model of the moon in wax was nearly completed by the late Charles Emil Stuyvaert, of the Royal Observatory, Brussels. It is on the scale of one-millionth of the natural size, and he had been at work on it ten years at the time of his death in 1908. One of the 24 sections forming the hemisphere was lately shown in London.

MAGIC PICTURES.

A rather mystifying picture is noted by a German photographer. On stripping off a negative film and breathing on the cleaned glass plate, a positive copy of the negative appears. Strange also is the impression seen on breathing on a polished metal surface where a coin has lain a few minutes.

RADIUM IN THE BODY.

Human radioactivity has been investigated by Prof. R. Werner, of the Heidelberg Academy of Sciences. Obtaining 41 sections from 12 different human bodies, he has calcined these, and then tested them with an instrument called Walz emanometer, which is declared to be more sensitive and reliable than the best gold-leaf electrometer. The sections all gave indications of radioactivity by increasing the conductivity of the air. The brain was most active, followed in order by the lungs, heart and liver, and only very faint indications were yielded by the kidneys and the spleen. The organs of the old were decidedly more radioactive than those of the young. Occupation appeared to make no difference, and no effect could be traced to station in life or any living conditions. It was concluded that the phenomena are the result of the presence of radium or one of its disintegration products—probably absorbed from food or drink.

LUSTROUS CLOTH.

The new metal cloth of a German factory not only has the original metal colours—gold, old gold, silver, copper, etc.—but is also made in ordinary modern tinsel, with a brilliant metallic lustre. The Renar yarn used for it is not, like other metal threads, a fibre of ordinary textile wound with tinsel. Any suitable core thread is employed, and this is coated by a special chemical method, which gives a durable waterproof covering in which the metallic particles are embedded and protected. It is claimed that the yarn cannot oxidize or blacken. It may be made into cloth alone, or it may be effectively combined with other materials, such as artificial silk.

TOOTHPICK GERMS.

The bacteriology of the toothbrush has been given attention by some British physicians. The first using was found to infect the brush, and bacteria then developed rapidly on every hair. Ordinary powders and pastes had little sterilizing effect. Keeping the brush in formalin disinfected it, but this so softened it that it was useless. Binsing with a one per cent. solution of trichloroacetic acid proved most satisfactory. Another effective method of disinfection was boiling the brush five minutes before and after use; and the bacteria can also be avoided by having a new brush—an inexpensive one will do—each day.

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In his curious electrical imitations of the Zodiacal Light and Saturn's rings, Prof. Birkeland, of Christiania, uses a discharging stand having as its negative pole a three-inch iron ball containing an

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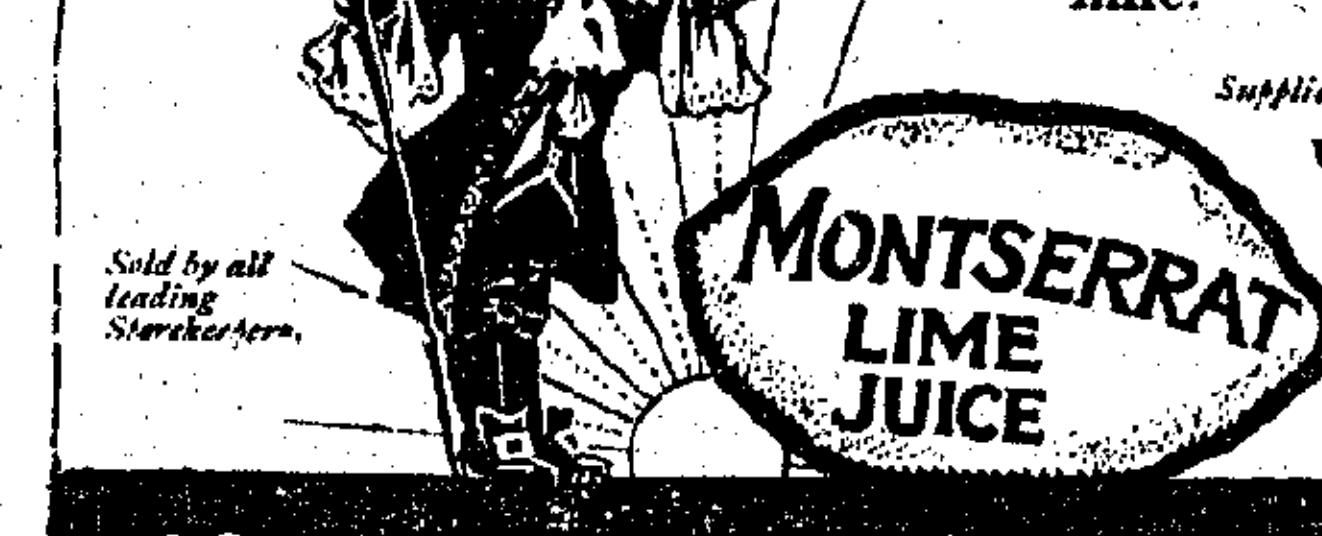
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WEATHER REPORT.

On the 30th at 11.35 a.m.—The depression in the China Sea has spread westward and moved northward.

Pressure decreased moderately to slight along the E. and S. coast of China, to Toulane, and over Formosa.

Light or variable winds are indicated along the E. coast of China, and moderate S.W. wind over the S. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 6.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.

Hongkong & Neighbourhood

Formosa Channel Same as No. 1.

South coast of China between Hongkong and Lantau. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

E. to N.E. winds, freshening. Fine at first, afterwards rainy.

CHINA COAST METEOROLOGICAL REGISTER.

30TH JULY, A.M.

Station.	Hour.	Barometer.	Temperature.	Wind.	Humidity.	Direction.	Force.	Weather.
Vostock	7 a.	-	-	-	-	-	-	b
Nemuro	6 a.	-	-	-	-	-	-	-
Hakodate	-	-	-	-	-	-	-	-
Takao	-	-	-	-	-	-	-	-
Kochi	-	-	-	-	-	-	-	-
Nagasaki	-	-	-	-	-	-	-	-
Kagoshima	-	-	-	-	-	-	-	-
Oshima	-	-	-	-	-	-	-	-
Naha	-	-	-	-	-	-	-	-
Ishigaki	-	-	-	-	-	-	-	-
Bonin Is.	-	-	-	-	-	-	-	-
Chefoo	-	-	-	-	-	-	-	-
Wahaiwei	6 a.	-	-	-	-	-	-	-
Hankow	-	-	-	-	-	-	-	-
Kiukiang	-	-	-	-	-	-	-	-
Shanghai	29.71	81	95	b	1	1	1	-
Gulfport	29.73	80	96	w	1	1	1	bv
Sharp Peak	7 a.	29.74	84	95	NE	1	1	c
Amoy	6 a.	29.81	84	85	NE	1	1	c
Swatow	-	-	-	-	-	-	-	-
Taipeh	5 a.	29.76	-	-	SE	2	1	-
Taipei	-	29.78	-	-	SE	2	1	-
Taiwan	-	29.76	-	-	E	6	1	-
Koban	-	29.76	-	-	NW	2	1	-
Pescadores	9 a.	29.74	86	76	NE	1	1	-
Santon	6 a.	29.76	81	91	NE	1	1	o
Hongkong	7 a.	29.75	-	-	E	3	b	-
Sap Hoek	6 a.	29.75	81	-	ESE	1	1	-
Macao	-	29.75	81	-	ESE	1	1	-
Wuchow	9 a.	-	-	-	-	-	-	-
Hoihow	-	-	-	-	-	-	-	-
Paktio	-	-	-	-	-	-	-	-
Phuket	6 a.	29.76	79	NNW	3	c	-	-
Tourans	-	29.70	77	WSW	5	5	1	d
C. St. James	-	29.80	75	SW	5	5	1	d
Aparri	-	29.71	-	-	E	1	1	-
Maula	-	29.80	-	-	SW	1	1	d
Legaspi	9 a.	29.82	-	-	SW	2	1	c
Ilolo	-	29.87	83	-	SW	1	1	b
Cebu	-	29.86	85	w	1	1	b	-
Laban	-	29.89	80	-	-	-	-	-

T. F. CLAYTON, Director.

Hongkong Observatory, July 30th, 1912.

1. BAROMETER, reduced to 32 degrees Fahrenheit and on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit, in percentage of saturation, the humidity of air saturated with moisture being 100.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, is blue sky, detached cloud, a drizzling rain, fog, gloomy, h dull, lightning, a shower, a passing shower, a squally rain, a snow, a thunder, visibility, w dow (wet), 0.1 FEET in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory July 30th.

Previous On Date On Date
Day at at
at 2 p.m. 6 a.m. 2 p.m.

Barometer	29.76	29.76	29.75
Temperature	89	81	88
Humidity	56	91	64
Wind Direction	East	—	East
Force	2	0	1
Weather	—	—	b
Rain	—	—	0.00

Highest open air Temperature on 29th...90
Lowest open air Temperature on 29th...79

HONGKONG TIDE TABLE.

From 31st July to 6th August, 1912.

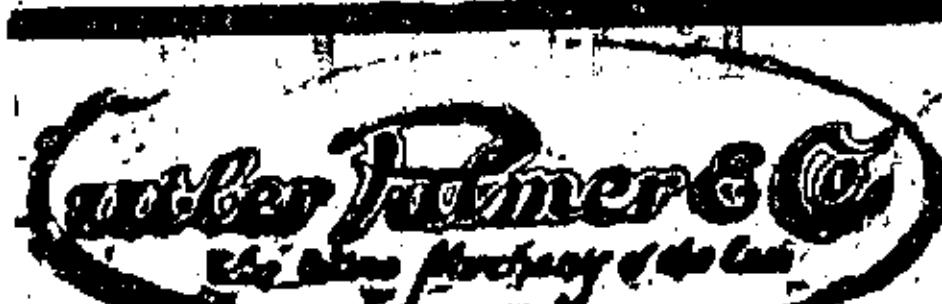
Days of Week	Days of Month	HIGH WATER.		LOW WATER	
		H'kong Mean Time	Height	H'kong Mean Time	Height
Wed.	31	h. m.	ft. in.	ft. in.	ft. in.
		9 56	7 2	5 22	8 1
	Aug.	11 48	7 2	5 20	0 7
	1	10 33	7 0	5 53	3 1
Fri.	2	m 0 8	4 2	m 0 36	1 1
	11 12	6 6	6 21	1 4	1
Satur.	3	m 0 32	4 6	m 5 16	3 1
	11 33	6 2	6 49	3 1	1
Sun.	4	m 1 1	3 6	m 6 6	2 4
	11 33	4 2	7 15	3 2	1
Mon.	5	m 1 36	5 5	m 7 40	2 6
	12 29	4 8	7 40	2 6	1
Tues.	6	m 2 19	5 2	m 8 57	3 2
	13 04	4 2	8 57	3 2	1

"WITH DOG AND GUN IN THE NEW TERRITORY."

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PRICE ONE DOLLAR.

Hongkong, 29th October, 1910



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WHISKY.

UNVARIED FOR OVER

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1745.

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and from ALL WHISKY MERCHANTS.

[62]

INTIMATION

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Thousands of Dollars Saved by the expenditure of as many cents by the use of

SOLIGNUM.

The Preservative which really does what is claimed for it, that is: Protect Wood, Brickwork, etc., against Decay and especially against the WHITE ANT.

7 Different Colours, in 5 and 10 Gallon Drums.

Exclusively used by the British Government at Home and abroad, the War Department, Hongkong, and many other Large Local Concerns. "The whole superstructure of the New Star Ferry Wharf at Hongkong" has been treated with GREEN SOLIGNUM.

Prospectus, samples working instructions (in English and Chinese) on application to

SIEMSSSEN & CO., (MACHINERY DEPT.),

HONGKONG AND CHINA.

[47-1]

RUBBER SHARES.

SINGAPORE QUOTATIONS.

Singapore, July 18th, 1912.

[MESSRS. TALL & EVATT'S LIST.]

Names. Value Buyers. Sellers

2s Allagur ... 2s 10d x 1d

2s " Options ... -3s -8s

2s " Anglo-Java ... 57s 6s

2s " Anglo-Johore ... 6s 10s

2s " Anglo-Malay ... 15s 10s 14s 10s

2s " Anglo-Sumatra ... 72s 6s

2s " Ayer Kuning ... 17s 18s

2s " Banteng ... 40s 42s

2s " Batu Caves ... 23s 24s

2s " Batu Tiga ... 70s 77s

2s " Beaumont Borneo ... 18s 20s

2s " Bukit Rajang ... 51s 55s 54s

2s " Bukit Martapar ... 23s 24s

2s " Bukit Selangor ... 15s 16s

2s " Bulan ... 15s 16s

2s " Castlefield ... 10s 11s

2s " Cherassee ... 24s 30s

2s " Chimpul ... 18s 18s

2s " Chita ... 15s

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

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Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivaled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £45 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, or application.

STEAMERS.	TONS	STARTING	1912
MONGOLIA	27,000	TUESDAY,	6th Aug., at 1 P.M.
VERSA	9,000	"	TUESDAY, 27th Aug., at 1 P.M.
KOREA	18,000	"	TUESDAY, 3rd Sept., at 1 P.M.
SIBERIA	18,000	"	TUESDAY, 17th Sept., at 1 P.M.
CHINA	10,200	"	TUESDAY, 24th Sept., at 1 P.M.
MONGOLIA	27,000	"	TUESDAY, 1st Oct., at 1 P.M.
NILE	11,000	"	TUESDAY, 15th Oct., at 1 P.M.
MONGOLIA	27,000	"	WED'DAY, 23rd Oct., at 1 P.M.
INTERMEDIATE STEAMERS.			

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE NO. 141.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 31ST JULY, 1912.	
8 a.m. "HEUNGSAN."	8 a.m. "HONAM."
10 p.m. "KINSHAN."	5 p.m. "FATSHAN."

THURSDAY, 1ST AUGUST, 1912.	
8 a.m. "HONAM."	8 a.m. "HEUNGSAN."
10 p.m. "FATSHAN."	5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSIONS TO MACAO.

SUNDAY, 4TH AUGUST.

The Company's Steamer "SUI AN," Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer leaving Macao at 5 p.m.

MONDAY, 5TH AUGUST.

S.S. "SUI AN," Will depart from WING LOK WHARF at 9 a.m. and return from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons. Departures from Macao to Canton on Monday, Wednesday and Friday at about 8 a.m., and from Canton to Macao on Tuesday, Thursday and Saturday, at 9 p.m.

Departures from Canton to Macao on Monday, Wednesday and Friday, at 9 p.m.

For Further Particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier. 143

CANTON-WUCHOW LINE.

S.S. "SAINAN" 588 tons, and S.S. "NANNING" 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same day at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier. 143

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). DESTINATION STEAMERS TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, NIPPON ... 7,300 ... About 20th Aug.

KOBE and MOJI ... NIPPON ... 7,300 ... About 20th Aug.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

ARTHUR NILSSON & CO., YORK BUILDINGS, TOP FLOOR.

40

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

SS. "ARRATOON APCAE," 4,450 tons, Capt. E. M. Austin, will be despatched to KOBE and MOJI (YOKOHAMA if sufficient indorsement offers) on 6th Aug., at Noon.

SS. "JELUNGA," 3,561 tons, will be despatched to SHANGHAI, KOBE and MOJI on 18th August.

WESTWARD.

SS. "TORILLA," 6,679 tons, Capt. C. J. Swanson, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 31st July, at 1 P.M.

SS. "DILWARA," 5,378 tons, Capt. W. J. Bishop, will be despatched for SINGAPORE, PENANG and CALCUTTA on 15th August.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to—

DAVID SASOON & CO., LTD.

Hongkong, 31st July, 1911. AGENTS. [592]

TOYO KISEN KAISHA

TRANS-PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

Now Triple Screw Turbine Flyer—20 Knots Speed.

SS. TENYO MARU ... 21,000 tons.

SS. CHIYO MARU ... 21,000 tons.

SS. SHINYO MARU ... 21,000 tons.

AND 11,000 tons. (INTERMEDIATE)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WITHOUT CHARGE.

Through Standard Sleepers, Through Tourist Sleepers.

Dining Cars—Observation Cars.

Electric Light—Electric Fans, Union Depots.

New lands, cities and scenes—of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York, Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC ROUTE fill for Ticket form No. 626.

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GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

4243-44

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMANOER	JAPAN	First half of Aug. 1st	JAVA	First half of August.
TJIPANAS	JAVA	First half of August.	JAPAN	First half of August.
TJITAROEM	JAVA	First half of August.	JAPAN	First half of August.
TJIBODAS	JAVA	Second half of August.	JAPAN	Second half of August.
TJIKINI	SHANGHAI	Second half of August.	SHANGHAI	Second half of August.
TJILATJAP	JAVA	Second half of August.	SHANGHAI	First half of September.
TJILIWONG	JAVA	First half of September.	JAPAN	First half of September.
TJIMAH	JAVA	First half of September.	SHANGHAI	Second half of September.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

YORK BUILDINGS, 1st Floor.

Hongkong, 30th July, 1912.

Telephones No. 375.

7

PHILIPPINES S.S. CO.

REGULAR SERVICE FROM HONGKONG TO

MANILA, MANGARIN, ILOILO and CEBU.

RUBI ... 4,000 B. A. Crosby ... Manila, Mangarin, Iloilo and Cebu On 9th Aug., 4 P.M.

ZAFIRO ... 4,000 M. C. Smith ... Manila, Mangarin, Iloilo and Cebu

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 11th July, 1912. PHILIPPINES S.S. CO. 113

NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

REGULAR SERVICE FROM HONGKONG TO

MANILA, ANGARU, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE

KOBE and YOKOHAMA ... PRINZ SIGISMUND, Capt. D. Lenz, 6,000 tons. About Tuesday.

KUDAT and SANDAKAN ... BORNEO, Capt.

SHIPPING

ARRIVALS

FOOCHOW, British str., 1,223, Cowan, 29th July—Manila 26th July, Nil.—Butterfield & Swire.
FRI, Norwegian str., 30th July—Canton, GERMANIA, German str., 539, C. Jessen, 29th July—Sydney 15th June, Copra-Siemenssen & Co.
INDIAGHINI, British str., 3,000, W. E. Kelway, 26th July—Keeling 28th July, General—Jardine, Matheson & Co.
MARIE, German str., 1,109, H. Schatzkier, 26th July—Saigon 25th July, Flour and Rice—Jesberg & Co.
SILESIA, Austrian str., 3,318, G. Nieslich, 29th July—Kobe 10th July, General—Sander, Wiele & Co.

TELEGRAUCH, British str., 1,340, Frazer, 30th July—Saigon 26th July, Rice—Chinese, 200-T. Chinese str., 981, N. P. Mac-Kinlay, 29th July—Tamsui 27th July, Ballast—Order.
VORWAERTS, Austrian str., 3,737, 30th July, General—Sander, Wiele & Co.
YAWATA MARU, Japanese str., 3,616, T. Scking, 30th July—Japan 29th July, General—Nippon Yusen Kaisha.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE

July 30th.

FOOCHOW, British str., for Shanghai.
KAMO MARU, Japanese str., for London.
KIYO MARU, Japanese str., for Swatow.
QUARTA, German str., for Chingwantho.

DEPARTURES

July 30th.

CHANGCHOW, British str., for Canton.
EASTERN, British str., for Kobe.
HAIYANG, British str., for Swatow.
HONGKONG, French str., for Pakhoi.
KWANGLEE, Chinese str., for Canton.
MATHILDE, German str., for Haiphong.
SAPO MARU, Japanese str., for Seattle.
SHANTUNG, British str., for Kobe.
TAIWAN, British str., for Manila.
S.S.A. American str., for Manila.

SHIPPING REPORTS.

The British str. Foochow reports: Moderate easterly winds and fine weather.
The Chinese str. Ton Sui reports: Fine weather light S.W. breeze, smooth sea all the way.

PASSENGERS ARRIVED.

Per Silesia from Kobe, Mr. W. A. Watson and Mr. G. Carmichael.
Per Germania, from Sydney, Father Gibbard, Sisters Leonhardtina and Johanna.
Per Yawata Maru, from Hongkong, from Japan, etc., Lieut. F. B. Hitchcock, Mr. Van Rees, Mr. W. P. Hubbard, Mr. R. C. G. Ogilby, Mrs. F. Shindo, Mr. Y. Koga, Mr. T. Morita and Mrs. N. Fujisaki.
Per Mongolia, for Hongkong, from San Francisco, etc., Miss Jessie Brooke, Miss Kathryn F. Cronin, Mr. and Mrs. P. S. Hyde and infant, Miss Josephine S. Hyde, Miss Eleanor Hyde, Miss Clare Martin, Mrs. Helen M. McCrum, Mrs. L. C. Mendel, Miss Zeta Mendel, Mr. and Mrs. O'Brien, Dr. and Mrs. Bliss, Miss Leah Haller, Mr. and Mrs. J. Driscoll, Miss L. A. Lewis, Dr. L. C. Mendel, Miss Bessie Anderson, Mr. and Mrs. J. B. Hanscom, Miss Flori J. Beck, Mr. H. W. Dunn, Mrs. Chas Bonney and two children, Mr. John W. Curton, Miss Marion Lyons, Mr. G. C. Parsons, Dr. and Mrs. J. R. Hurley, Mrs. T. B. Ryan, Mrs. C. A. Dow and infant, Miss Katherine S. Sullivan, Mr. Wm. Fetherly, Mr. J. S. McNaig, Mr. E. R. Bush, Mr. Melvin A. Hall, Mr. Marios Hernoso, Miss M. W. Wheeler, Mr. and Mrs. Jordon and three children, Mr. Adelaide Campbell, Mrs. Jas Hickman and two children, Mr. and Mrs. J. W. Reighley and child, Mr. and Mrs. H. T. Anstra and infant, Mr. G. C. Reiley, Mr. L. M. Southward, Mr. R. J. Fiske, Mrs. S. A. Weirman, Mr. R. J. Fiske, Mrs.

M. A. Harris, Miss E. Armstrong, Miss M. M. Cox, Mr. and Mrs. A. K. Spring, Mr. T. Ohga, Mr. A. L. Rudes, Miss N. Compton, Mr. J. Burton, Mr. Chas. H. Caire, Mr. G. D. Lundy, Mr. and Mrs. H. D. Van Brunt, Mr. Geo. E. Brasher, Mr. J. M. Ross, Mr. M. H. Griffith, Mr. and Mrs. G. C. Cobb and daughter, Mr. and Mrs. Alvin Seal, Mr. P. Rhodes and infant, Miss Agnes Parker, Mrs. W. W. Kay, Dr. and Mrs. R. F. Strong, Mr. and Mrs. John T. Macleod and two children, Mrs. Wm. A. Hall, Miss O. Hooper, Mr. A. Snook, Mr. and Mrs. B. Honig and daughter and Mrs. Rena Campbell.

DEPARTED

Per Zafra, for Manila, Mr. A. Solenap, Miss C. Solenap, Mr. J. M. Freeman, Mrs. Lamb and child, Mr. and Mrs. J. Lindberg, Mr. John Jones and Mr. Henry Strong, Miss O. Carvalho, Miss G. Carvalho, Mr. F. W. Ashurst, Mr. A. R. Hassan, Mr. Lyons, Rev. Father Rodriguez, Mr. N. Kaumanns, Mr. A. Gascon Enriquez, Mr. H. Leblen, Mr. Lafuente, Mr. Casanova, Mr. Bishen, Singh, Mr. M. Baulista, Mr. G. Nicolas, Mr. Samb Singh; for Cebu, Mr. and Mrs. Lerrigo; for Iloilo, Mr. H. Consuelo.

FOR SHANGHAI

The P. & O. S. N. Co.'s Steamship
"ARCADIA," Capt. in S. Barcham, will leave for Shanghai on the 1st August, at 5 P.M.
For Freight or Passage, apply to
H. W. D. SHALLARD,
Acting Superintendent.
Hongkong, 30th July, 1912.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "L," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point
DESTINATIONS.			
LONDON, VIA USUAL PORTS OR CALL	DELTA	E. P. MARTIN, R.N.R.	P. & O. S. N. CO.
LONDON & ANTWERP VIA SINGAPORE, &c.	PERA	S. Finch, R.N.R.	P. & O. S. N. CO.
LONDON, LEITH & ANTWERP	PEMBROKESHIRE	Brit. str.	JARDINE, MATHESON & CO., LTD.
HAVRE, ROTTERDAM & HAMBURG, &c.	FUERST BULOW	Gor. str.	JUGER
HAMBURG, BREMEN & HAMBURG, &c.	GOLDENFELS	Gor. str.	DIEDRICHSEN
HAVRE, ROTTERDAM & HAMBURG, &c.	BRISGAVIA	Gor. str.	GIRSTENKRUE
HAVRE & HAMBURG, &c.	K. W.	Gor. str.	KASSAU
MARSELLES, HAVRE & HAMBURG, &c.	SIEVIA	Gor. str.	HAMBURG-AMERICA LINE
VICTORIA, B.C. & SEATTLE VIA KEELUNG & JAPAN	SILESIA	Gor. str.	HAMBURG-AMERICA LINE
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	AKI MARU	Jap. str.	HAMBURG-AMERICA LINE
YOKOHAMA MARU	SHATTLE MARU	Jap. str.	NIPPON YUSEN KAISHA
MEXICO MARU	MEXICO MARU	Jap. str.	OSAKA SHOSEN KAISHA
PRINCESS ALICE	—	Gor. str.	NIPPON YUSEN KAISHA
TRISTE, FIUME, VENICE VIA SINGAPORE, &c.	—	—	OSAKA SHOSEN KAISHA
TRISTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	—	—	—
NEW YORK	BOHEMIA	Aus. str.	SANDER, WIELER & CO.
NEW YORK, VIA SUEZ CANAL	ATHOLL	Brit. str.	DOBBELL & CO., LTD.
INVERCLYDE	—	Am. str.	SHEWAN, TOME & CO.
INDRAHIBI	—	—	JARDINE, MATHESON & CO., LTD.
BOSTON & NEW YORK	—	—	THE BANK LINE, LIMITED
BOSTON & NEW YORK	—	—	DODWELL & CO., LTD.
—	KANSAS	Am. str.	CANADIAN PACIFIC R. CO.
—	—	—	PACIFIC MAIL S.S. CO.
—	DACRE CASTLE	k. w.	PACIFIC MAIL S.S. CO.
—	MONTAEGLIE	2 m.	—
—	EMPERESS OF INDIA	2 m.	—
—	MONGOLIA	Am. str.	—
—	NIPPON MARU	Jap. str.	TOYO YUSEN KAISHA
—	PHESIA	Am. str.	NIPPON YUSEN KAISHA
—	AUSTRALIAN PORTS VIA MANILA	Jap. str.	MELCHERS & CO.
—	COULENZ	Ger. str.	GILMAN & CO.
—	EASTERN	Brit. str.	TOYO YUSEN KAISHA
—	KIYOT MARU	Jap. str.	SANDER, WIELER & CO.
—	VOEWAEERTS	Am. str.	JARDINE, MATHESON & CO., LTD.
—	ITOLA	Brit. str.	—
—	KAGA MARU	Jap. str.	—
—	ABERATOON AFCAIR	Brit. str.	—
—	PRINZ SIGISMUND	Ger. str.	—
—	NIKKO MARU	Jap. str.	—
—	TIJPNAS	Dut. str.	—
—	CHEONGSHING	Brit. str.	V. LIDDELL
WEIHAIWEI, CHEFOO & TIENTSIN	—	—	FORESTH
SHANGHAI, MOJI & KORE	—	—	NOGUCHI
SHANGHAI	—	—	—
SHANGHAI, VIA NINGPO	—	—	SHANGHAI, KOBE & YOKOHAMA
SHANGHAI, KOBE & YOKOHAMA	—	—	SHANGHAI, KOBE & MOJI
SHANGHAI, KOBE & MOJI	—	—	SHANGHAI, NAGASAKI, KOBE & YOKOHAMA
SHANGHAI, KOBE & MOJI	—	—	SHANGHAI & KORE
SHANGHAI, YOKOHAMA, KOBE & MOJI	—	—	SHANGHAI, YOKOHAMA, KOBE & MOJI
SHANGHAI, YOKOHAMA, KOBE & MOJI	—	—	SHANGHAI, YOKOHAMA, KOBE & MOJI
FOOCHOW VIA SWATOW & AMOY	—	—	SHANGHAI, YOKOHAMA, KOBE & MOJI
ANPING VIA SWATOW & AMOY	—	—	SHANGHAI, YOKOHAMA, KOBE & MOJI
TAMSUI VIA SWATOW & AMOY	—	—	SHANGHAI, YOKOHAMA, KOBE & MOJI
SWATOW, AMOY & FOOCHOW	—	—	SHANGHAI, YOKOHAMA, KOBE & MOJI
SWATOW, AMOY & FOOCHOW	—	—	SHANGHAI, YOKOHAMA, KOBE & MOJI
MANILA	—	—	SHANGHAI, YOKOHAMA, KOBE & MOJI
MANILA, CEBU & ILOILO	—	—	SHANGHAI, YOKOHAMA, KOBE & MOJI
MANILA, MANGAEN, ILOILO & CEBU	—	—	SHANGHAI, YOKOHAMA, KOBE & MOJI
MANILA	—	—	SHANGHAI, YOKOHAMA, KOBE & MOJI
BATAVIA, CHERIBON, SAMARANG, &c.	—	—	SHANGHAI, YOKOHAMA, KOBE & MOJI
BOMBAY VIA SINGAPORE & COLOMBO	—	—	SHANGHAI, YOKOHAMA, KOBE & MOJI
SINGAPORE, PENANG & CALCUTTA	—	—	SHANGHAI, YOKOHAMA, KOBE & MOJI
SINGAPORE, PENANG & CALCUTTA	—	—	SHANGHAI, YOKOHAMA, KOBE & MOJI
SINGAPORE, PENANG & BANGKOK	—	—	SHANGHAI, YOKOHAMA, KOBE & MOJI
SINGAPORE, PENANG & CALCUTTA	—	—	SHANGHAI, YOKOHAMA, KOBE & MOJI
KUDAT & SANDAKAN	—	—	SHANGHAI, YOKOHAMA, KOBE & MOJI
HOIHOW (Mails) & HAIPHONG	—	—	SHANGHAI, YOKOHAMA, KOBE & MOJI
KWANG CHOW WANG & HAIPHONG	SI-KIANG	Fren. str.	MESSAGERIES MARITIMES

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR STEAMERS DATE OF DEPARTURE
LONDON, LEITH & ANTWERP "PEMBROKESHIRE" About 10th Aug.
SINGAPORE, NAGASAKI, KOBE & "DEN OF GLAMIS" About 25th Aug.
YOKOHAMA "CARMARTHENSHIRE" About 3rd Sept.
LONDON, LEITH & ANTWERP "FLINTSHIRE" About 20th Sept.

* Does not carry passengers.
These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., AGENTS.

Hongkong, 23rd July, 1912.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER

AND

THE CANADIAN PACIFIC RAILWAY PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC SUBJECT TO ALTERATION.

FOR VANCOUVER FOR LIVERPOOL

1912 1912

"MONTEAGLE" Sat. 3rd Aug. "ALLAN LINE" From Quebec, 30th Aug.
"EMPERESS OF INDIA" Sat. 24th Aug. "EMPERESS OF BRITAIN" Feb. 20th Sept.
"EMPERESS OF JAPAN" Sat. 14th Sept. "ALLAN LINE" Feb. 11th Oct.
"MONTEAGLE" Sat. 5th Oct. "EMPERESS OF IRELAND" Feb. 1st Nov.

Steamships leave HONGKONG at 6 P.M.

THE direct route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York 271.10 Intermediate Steamship) "Monteagle" 243 "245

First Class rate to London includes cost of Meal and Berth in Sleeping Car while crossing the American-Continent by Canadian-Pacific direct line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passenger booked through to all points and around THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China.

Cornwall Place and Praya opposite Blake Pier.

5 Hongkong, 24th July, 1912.

VESSELS ON THE BERTH

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

PORT	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	5 P.M. Capt. S. Barcham	Freight and Passage, 1st August.
LONDON VIA USUAL PORTS	DELTA	Noon. Capt. E. P. Martin, R.N.R.	See Special of Call
SHANGHAI, MOJI, KOBE, SARDINIA AND YOKOHAMA	SARDINIA	3rd Aug.	Advertisement
LONDON and ANTWERP VIA SINGAPORE, PEKING, COLOMBO, PORT SAID and Marseilles	PEKING	About 6th Aug.	Freight and Passage.
NANG, COLOMBO, PORT SAID and Marseilles	Capt. S. Finch, R.N.R.	7th Aug.	Freight only.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 30th July, 1912.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

PORT	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 1st Aug., 4 P.M.
SHANGHAI	"ANHUI"	On 3rd Aug., Night.
HOTOW (Mouli & HAIPHONG)	"SINGAN"	On 4th Aug., Daylight.
MANILA, CEBU and ILOILO	"KAIFONG"	On 6th Aug., 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHOW"	On 8th Aug., 4 P.M.
DIRECT SAILINGS TO WEST RIVER		Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL"		
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australias, New Zealand and Tasmania Ports.		
MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Aidships; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of SS. "KAIFONG" is situated on Deck, aft; Electric Fan fitted.		
SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINTAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo through Bills of Lading to all Yangtze and Northern China Ports.		
N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.		
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.		
REDUCED FARES.—SINGLE \$45.....RETURN \$75.		
NEW SERVICE.—SHANGHAI TO ANTUNG sailings on alternate Wednesdays.		
For Freight or Passage apply to— BUTTERFIELD & SWIRE, Hongkong, 31st July, 1912. TELEPHONE 36. AGENTS.		

HAMBURG-AMERIKA LINIE
IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Bases to all European, North Continental and British Ports, also Trieste, Lisbon, Porto, Marseilles, Genoa, and other Mediterranean, Levant, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.		HOMeward.	
FOR SHANGHAI, KOBE & YOKOHAMA:		FOR MALESSES, HAVRE & HAMBURG:	
S.S. SUEVIA	2nd August.	S.S. SILESIA	11th August.
S.S. PISA	15th August.	S.S. FUERST BUELLOW	13th August.
S.S. O. J. D. AHLERS	22nd August.	S.S. GOLDENFELS	23rd August.
S.S. C. FERD. LABISZ	11th Sept.	S.S. BRISAGVIA	5th Sept.
S.S. ARCADIA	24th Sept.	S.S. SUEVIA	11th Sept.
For Further Particulars, apply to—		FOR BOSTON & NEW YORK:	S.S. AMBRIA
		S.S. AMBRIA	About 31st Aug.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

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THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN		On 17th Aug., Noon.
ADDENHAM	On 9th Aug.	On 31st Aug., Noon.
EMPIRE	On 23rd Aug.	On 14th Sept., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to—

GIBB, LIVINGSTON & CO., AGENTS.

DOUGLAS STEAMSHIP CO., LTD.
HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Pasmore	FRIDAY, 2nd Aug., at 11 A.M.
"BAITAN"	Capt. J. S. Robb	TUESDAY, 6th Aug., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 9th Aug., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... | Capt. J. W. Evans | WEDDAY, 31st July, at 11 A.M.
Steamer will arrive at and depart from the Command's Wharf (near Bigge Pier). During the months of July and August—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to— DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 31st July, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND
TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.
"NIPPON MARU," INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER CAPTAIN DATE OF SAILING.

NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., NOON.
TENO MARU	E. Bent	TUESDAY, 20th Aug., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 10th Sept., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA AND HONOLULU, on TUESDAY, the 13th August, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA-CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER TONS DATE OF SAILING.

KIYO MARU	17,500	TUESDAY, 6th Aug., 5 P.M.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).
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EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG." Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 31st July, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARESEILLES, LONDON and ANTWERP, VIA SINGAPORE, COLOMBO, PORE, PENANG, SUEZ and PORT SAID	AKI MARU	12,000	WED'DAY, 14th Aug., at Daylight.
MISHIMA MARU	MISHIMA MARU	16,000	WED'DAY, 28th Aug., at Daylight.

YOKOHAMA MARU	YOKOHAMA MARU	12,500	TUESDAY, 13th Aug., at 4 P.M.
INABA MARU	INABA MARU	12,500	TUESDAY, 27th Aug., at 4 P.M.

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